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COUNTRY ¹ Greece

DATE- 25X1X6g

SUBJECT Political Information: Seizure of Fishing
Boats on Yalu River

INFO.

DIST. 14 February 1947

PAGES 2

SUPPLEMENT

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ORIGIN

1. On 14 November 1946 a 62 ton boat with 120 tons of cargo, belonging to the International Transportation Company which is a former Japanese concern now under Chinese direction, was seized in the Wentzukou area (蚊子溝). Wentzukou is approximately 15 kilometers southwest of Antung (124-23,40-09) on the Yalu River. It was enroute from Chefoo (121-24,37-32) to Antung. The cargo consisted principally of noodles, matches, dried plums, and parsnips.
2. On 21 November the boat of WU Pan-yung (武泮永), a vessel of 35 tons was seized by Russian and Korean soldiers in the Wentzukou area. The vessel was enroute to Antung and carried no cargo.
3. On 22 November at 11 A. M. the boat of WANG Ch'ing-kung (王清公) was seized in the Wentzukou area. WANG is a fisherman and was returning home from Antung after selling his fish. Personal property and supplies worth approximately 100,000 Yuan and 189,500 Yuan in cash were confiscated.
4. These three boats were stopped in the Wentzukou area under similar circumstances. Each boat reported that it was first stopped and searched by 4 Koreans and 2 Russians. In two cases the Koreans and Russians were on a small island in the middle of the river whose sovereignty is open to question although claimed to be a Chinese island by the 3rd Pacification Area Command. In the third case a small steamer was used to stop the vessel. The Russians appeared to be in command of the searching party but after inspecting the boats they were turned over to the Koreans who then took them to Tungt'ai-p'ing (東太平) which is directly across the river from Wentzukou.
5. Actual confiscation of the boats took place in the Tungt'ai-p'ing Customs House. The agency in charge was called the Bureau of Public Finance of Northern Korea (北朝鮮財政局). The Koreans first asked to see the boats' licenses to navigate the Yalu River which are issued by Chinese Communists. It was explained that if the boat

[cannot be located]

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CLASSIFICATION

ADSO	X	A DEP.	X	FRT		SPDF		VTO			2		
DADSO		FBK		FRV		SPDS		D DEP.					
EXEC.		FB		FRB		SPDT		SPGTS					
CONTROL		FBM		FBZ		SPG		OTAB					
CLASS		FAP		SPDA		TRB							

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had no Communist license it would be confiscated as a retaliation against the Nationalists who the Koreans alleged were confiscating Korean boats. Treatment of the crew members varied. Some were accused of being Kuomintang party members and threatened with punishment. All were eventually released after money and personal property had been confiscated, and they were allowed to return across the river in small boats. All identification papers were retained by the Koreans.

6. On 25 November a military steam boat named the Fu-hua (福華), fully laden with gasoline and guarded by 7 soldiers, enroute from Chuangho (123-02,39-42) to Antung was stopped by Russian soldiers and taken to Lungmenkou (龍門溝) (cannot be located). According to the Chinese the boat was sailing near the Korean shore but was on the Chinese side of the boundary.
7. The Antung Garrison Command entered into direct negotiations with the Russian Command in Sinuiju (124-27,40-08) dealing with a Colonel K'e-la-fu-fu (Chinese phoneticization of Russian name). The boat, cargo, and soldiers were returned on 2 December.
8. The problem has been referred to the Central Government. According to General LIAC Kuo-jui (廖國瑞), Chief of Staff of the Third Pacification Area Command, the problem is complicated by the fact that the Russians can disclaim responsibility for any of the seizures as the actual confiscations were carried out by the Koreans. The present instability in Northern Korea and the lack of any responsible authority further complicates the problem. Beyond referring the problem to the Central Government no other steps have been taken by the Third Pacification Area Command to secure the return of the boats to their owners.
9. the above mentioned seizures are not the only ones that have taken place on the Yalu River but are the ones which have recently been brought to the attention of the Third Pacification Area Command. There have been several cases of boats being fired upon. The result has been the stopping of all navigation upon the river including the small fishing vessels with the exception of a small amount of traffic, mostly smuggling, which is carried on at night.
10. On the night of 17 November, Liu Chin-tou (劉金斗), an official of the International Transportation Company, owner of one of the boats which was confiscated, crossed the river and went to Sinuiju, directly across the river from Antung. He met with the Commander of the Peace Preservation Corps there who is named Chue (Ts'ui 崔), who told him that his ship had been turned over to the Chinese Communist Government formerly in Antung. Chue explained that no ship on the river should carry cargo to Antung and that this was the reason for confiscation.

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